

OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 29/10/2021

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Street/Summary	Objections/support/comments received.
Addington Road: zebra crossing proposal	Summary of responses: Objections 2, Support 41, Comment 1, Mixed Response 0.
1. Support	I support additional crossing but I believe it is not located in the correct location. Most school children walk along the south side of Addington road and have to cross Eastern Avenue at a dangerous junction just south of the double roundabout. Car drivers with right of way heading from Addington Road up Eastern avenue have no where to stop to pedestrians here. This is where a crossing is required for school children.
2. Support	Support the proposal as the only other zebra crossing is quite far down Erleigh road. There are many families with children who go to the local school and allowing children to cross safely is essential. With the net zero pledge we want to encourage people to stop using cars and increase walking and cycling therefore, roads must be safer
3. Support	I definitely support the pedestrian crossing because I live very near and can see daily students, children and families struggling to cross the road with cars going past. The problem remains as to the other streets on the roundabout nearby, that is Crescent Road and Eastern Avenue.
4. Support	The pavements around the junction and the roundabout are very small and narrow, and slanted which makes it hard to work with a stroller or small children, cars driving way too fast, trees are overgrowing onto the pavement meaning we have to walk onto the road. The scheme should continue all the way to Wokingham Road with high-speed bumps.
5. Support	This crossing will help pedestrians heading up to the University but does very little to help children in the area walking to and from the three schools along Crescent Road. Crossing the double roundabouts at the junction of Addington Road, Eastern Avenue and Crescent Road is dangerous as visibility is very poor, and traffic calming measures are not proving to be effective at slowing drivers. This proposed single crossing is not ambitious enough. Have zebra crossings on each approach to the roundabouts, like those seen in the Netherlands and other European countries, been considered?

6. Support	NO COMMENTS PROVIDED
7. Support	I support this as I regularly take my child to pre school by foot on this route and find the crossing dangerous and difficult to manoeuvre.
8. Support	It's very important to provide a safe crossing in that location given the high number of pedestrians using that road.
9. Support	Delighted that this proposal supports a safer route to cross the roads. This has been very much needed for many years - particularly for children, teenagers and the elderly in the neighbourhood.
10. Support	I wrote to the council back in July or August regarding this proposal as I am one of a parent of a student who goes to Maiden Erlegh in Reading. I felt that its safe to have a crossing as me myself find the roundabouts confusing when crossing on the first week when I dropped my son to school this way. I felt that it's important to have a safe crossing as a peace of mind for parents and walkers too.
11. Support	My children walk and cycle to school and a crossing here would make my children feel safer.
12. Support	NO COMMENTS PROVIDED
13. Support	Parent of a student in Maiden Erlegh Reading. I believe this will help our children to their safety back and forth their school and home
14. Support	children walk to school with no place to cross. I support more crossing points
15. Support	NO COMMENTS PROVIDED
16. Support	For children to be able to cross the road safely
17. Support	It will be safe for pedestrians specially school children that use that road
18. Support	I support the safety of our residents and promoting of walking or cycling where possible. This crossing is challenging for adults let alone children who walk with parents or on their own. With several schools on its doorstep I see it necessary to provide correct safety when travelling on foot to and from the settings.
19. Support	My child crosses this road and I would welcome the addition of a zebra crossing
20. Support	NO COMMENTS PROVIDED
21. Support	I completely agree a crossing is needed. I walk my children to school every day and crossing at Eastern avenue is horrifically dangerous. I don't think the planned placement for the crossing is where it is needed though- the mini roundabout on Eastern avenue is the most unsafe place to cross for the whole route! That corner is completely blind for cars turning and we have nearly been knocked over repeatedly on the walk to school. A crossing is needed to cross Eastern avenue not Addington road
22. Object	It needs to be on eastern avenue at the bottom near the roundabouts this the worst and most dangerous place to cross! The speed round the corner and of both mini roundabouts with out even slowing down!
23. Support	NO COMMENTS PROVIDED

24.Support	Long overdue. There are minimal safe crossing points along the road and it's a busy road for pedestrians and cars.
25.Support	This would really help children crossing for school I fully support this proposal
26.Support	There are roundabout that school going children need to cross and are not safe...
27.Support	It's necessary to be a zebra crossing there .
28.Support	We have experienced an increase in speeding showing off drivers plus inevitable rises in use of this route post lockdown winter approaching and other roads being resurfaced. We must encourage walking to local schools rather than the current short distance driving which clogs local narrow roads and is disastrous for the environment.
29.Support	A zebra crossing is badly needed in this area for the safety of the pedestrians which are mostly students from secondary school nearby as it gets busy especially during hometime.
30.Support	Support as this is a busy road close to schools and a number of students of all ages live in this area. This road can get extremely busy at peak times making it hard and unsafe to cross. Cars can also drive very fast along this road and a crossing may encourage them to slow down.
31.Support	Would improve safety
32.Support	While I support the crossing, I think a "bigger picture" solution is required to address the volume of traffic around those junctions to make them safer for pedestrians (e.g one way system)
33.Support	Children should have a safe route to walk to schools. It is wrong to prioritise vehicular traffic (and parking).
34.Support	NO COMMENTS PROVIDED
35.Support	A Zebra crossing here is absolutely necessary as crossing further up at the island is confusing and dangerous, with cars coming from several directions. It can get very busy at peak times and the bend in the road opp the island/ Chemist makes crossing extremely challenging because of the busy parking bays there. There are many children in this area, walking to Redlands Primary and to the schools in Crescent Road and beyond. They especially need a safe place to cross. People sometimes try and cross before the Island but behind the tree at the bottom of Cardigan Road, which is also dangerous as the tree obscures the view for drivers of people stepping out. The proposed crossing, used properly, should eliminate all of these problems.
36.Support	NO COMMENTS PROVIDED
37.Support	Very busy area in the mornings, with a lot of school children. The zebra crossing will be very welcomed 😊
38.Support	The junction is rather dangerous and no matter how many speed signs that are up, very few cars travel at 20 mph. Maybe the police could put a speed camera in the area. I presume a residence on either side of the road will have the access to their properties impeded to some extent?
39.Support	NO COMMENTS PROVIDED
40.Support	NO COMMENTS PROVIDED

41. Support	It's a good idea!
42. Support	Enhanced safety.
43. Object	<p>We object to this and have done in the past. We sent a signed a partition 2 years ago in regards to not having a zebra at this particular part of the road. [REDACTED]. Having a zebra crossing on the road in not the problem is where it your planning to situate it. As a homeowner we should be able to have a say. This is very inconsiderate for residents who have driveways and will make it difficult to leave the driveway with a zebra crossing right there. I am not happy about this at all and don't think it's fair to place this in front of property's with no consideration of the impact it will have. Not to mention it is dangerous as there will be more pedestrian's crossing at a odd place in the road.</p>
44. Comment from Thames Valley Police	<p>Thank you for the consultation documents relating to the proposed zebra crossing in Addington Road, Reading.</p> <p>I have found 3 personal injury collisions within 250 metres of the location of the proposed crossing, two involving collisions between pedal cycles and cars and a pedestrian who was hit by a car whilst crossing Cardigan Road at the junction of Addington Road.</p> <p>I have visited the location and note that Addington Road is a street lit residential road that forms part of a wider 20mph speed limit zone, there is a raised flat topped hump at the location of the proposed zebra crossing. The road carries low to moderate traffic flows throughout the day and high pedestrian flows at school entry/egress times. The proposed location has good views in both directions from the new zebra crossing.</p> <p>TSRGD Chapter 6 states 15.8.11. The controlled area for crossings on major roads may extend across the mouth of a side road but it should never stop between the two projected kerb lines of the minor road. If this would otherwise occur, the zig zag lines should be extended to the projection of the far kerb line of the side road.</p> <p>May I question the design of the zig zags lines at the junction with Addington/Erleigh Road. Should the lines be shorter on the western side of the crossing?</p> <p>It is for the highway authority to ensure that the proposed crossing conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings. My only other comment is about the state of the white triangular road hump markings which are worn. I presume these will be repainted during these works?</p> <p>Thames Valley Police have no further comment.</p>
Church End Lane: zebra crossing	<p>Summary of responses:</p> <p>Objections 0, Support 0, Comment 1, Mixed Response 0.</p>

proposal	
1. Comment from Thames Valley Police	<p>Thank you for the consultation documents relating to the proposed zebra crossing in Church End Lane, Tilehurst, Reading.</p> <p>I have found no personal injury collisions in Church End Lane.</p> <p>I have visited the location and note that the road is street lit and is a 20mph zone with traffic calming features, road humps along the length of the road (white triangular markings are worn and need to be refreshed).</p> <p>It is for the highway authority to ensure that the proposed crossing conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings</p> <p>Thames Valley Police have no further comment.</p>
Church End Lane: proposal to move existing 'school keep clear' markings	<p>Summary of responses: Objections 0, Support 0, Comment 1, Mixed Response 0.</p>
1. Comment by Thames Valley Police	<p>Thank you for the consultation documents relating to Church End Lane - School Keep Clear Restrictions.</p> <p>The enforcement of school keep clear markings is devolved to the local authority. The markings are only legally enforceable when they are co-located with an upright sign and supported by a Traffic Regulation Order (TRO). The plan supplied for the consultation does not show if the markings are supported by the necessary signs and TRO. Can you clarify this please?</p> <p>Thames Valley Police have no further comment.</p>
Norcot Road: zebra crossing proposal	<p>Summary of responses: Objections 2, Support 0, Comment 1, Mixed Response 0.</p>
1. Object	<p>I strongly object to the Bus Stop being moved from it's existing site as it is drawn on the plans [REDACTED] for the following reasons:-</p> <p>I will find it challenging and unsafe to get out of my drive onto Norcot Rd as I will have to pull half way out because there are cars and vans parked [REDACTED]. If the Bus Stop is moved it will make it more challenging and unsafe to get out of my drive with Buses arriving every 7 mins 24 hrs day which will inevitably</p>

cause an accident. There is an alley road that runs [REDACTED] which is used a lot for cars getting to their garages and parking up there (which they shouldn't do but have always done) so another safety concern.

I live [REDACTED] and it will cause me stress to have people waiting outside my house as they will stand there at the bus stop. They will be able to [REDACTED] which is a privacy issue. The extra noise and purple light of the No. 17 buses plus people getting on and off night and day will have an impact on my sleep and on my day to day living. It will also affect the look, value of my house and put people off purchasing. I have lived here [REDACTED] and object to this proposal as I bought my house without a bus stop outside.

I don't understand the need to move the bus stop from its' existing site which has been convenient to all and will save the Council money by not moving it.

The website gives no mention of moving the bus stop in the writing which makes it unclear and misleading for everyone as it only mentions the zebra crossing. I have spoken to several of my neighbours and they all have the same concerns as me.

Please forward this email to [REDACTED] as I would like an acknowledgement and also a response as soon as possible. I also emailed highway.objections@reading.gov.uk and it came back undeliverable???

Please take my concerns seriously and thank you for you for taking the time to read my objections.

OFFICER COMMENT: Another submission has been sent to us from the same person, please see below:

I strongly object to the Bus Stop being moved from where it's located to where it's drawn on the plan to site it on [REDACTED] because of the following reasons:-

I find it challenging getting out of my drive onto Norcot Road since the new parking bays were introduced as Vans and cars are parked to [REDACTED]. I have to pull out half way onto Norcot Rd to see if it is safe as I struggle to see vehicles coming up and down the road. If the bus stop is moved it will make it even more challenging and unsafe to get out onto Norcot Road because Buses arrive every 7 mins for 24 hrs which will inevitably cause an accident sooner or later. There is an alley road at [REDACTED] where a lot of cars and vans pull into the alley/road to get to their garages and park up the alley which is also going to raise a safety concern driving in from Norcot Rd and out again.

I live [REDACTED] and it will be cause me stress to have people waiting outside my house at the bus stop. They will be able to [REDACTED] which is a privacy issue. The extra noise and purple light of the No 17 bus stopping plus people alighting and talking as they get on and off 24 hrs night and day will have an impact on

	<p>my sleep [REDACTED] and my day to day living. It will also effect the look, the value of my house, and put off people purchasing it in the future. I have lived here [REDACTED] and object to this proposal.</p> <p>I don't understand why you want to move the bus stop from it's existing site which is convenient to all and serves its' purpose and will save the Council money by leaving it in it's existing site. I agree that a zebra crossing would be a good idea to make it safer to cross Norcot Road but as you are putting it where the other crossing is I don't see that there is a need to move the bus stop.</p> <p>The website page gives no mention of moving the bus stop in the writing which isn't clear and is misleading to everyone as it only mentions the zebra crossing. I have spoken to several of my neighbours and they all have the same concerns but most of them didn't receive information about it.</p> <p>Please take my concerns seriously and I appreciate your time.</p> <p>Please forward this email is passed to [REDACTED] as I would like an acknowledgement and also a response as soon as possible.</p> <p>I look forward to hearing from you.</p>
2. Object	<p>I live at [REDACTED] and would like to object to the proposal of bus stop repositioning to [REDACTED] Norcot Road. The alleyway which runs alongside [REDACTED] is on private land and I am concerned that more bus users will use this alleyway and will litter the area. This is of particular concern as the plants along the alleyway [REDACTED]. In addition I am also very concerned that those people sat on the top deck when the bus is in a stationary position (at the bus stop) will invade [REDACTED] privacy as the bus will directly stop in font of [REDACTED]. The noise of the buses stopping and starting would be very disturbing [REDACTED] as these buses operate all through the night. These factors are going to adversely impact the value of [REDACTED] properties as this new bus stop location would be an considered an undesirable feature for any potential buyer. I would like the council to consider these points very carefully and ask then why we should be faced with this new daily disruption? Please note that those residents who are currently impacted by the location of the existing bus stop have been familiar with this situation for may years and therefore should not be a new problem for them.</p>
3. Comment by Thames Valley Police	<p>Thank you for the consultation documents relating to a proposed zebra crossing in Norcot Road, Tilehurst, Reading.</p> <p>I have found two injury collisions recorded in the last five year period within 250 metres of the proposed location, a car that collided with [REDACTED] pedestrian who was crossing Norcot Road in foggy conditions and a [REDACTED] driver who collided with an oncoming vehicle.</p>

	<p>I have visited the location and note that Norcot Road is a street lit residential road with a 30mph speed limit carrying moderate to high traffic flows throughout the day. There is an existing uncontrolled crossing at the proposed location and there is a good view in both directions from the new zebra crossing.</p> <p>The new design requires an existing bus stop to be relocated to the east of the zebra crossing, within the extent of the zig zag lines; this is permitted in TSRGD Chapter 6. There is an exemption for bus drivers to stop on zig zag lines, however I would question how this would be perceived by other motorists who may have been prosecuted for stopping within the confines of a zebra crossing, often in vehicles much smaller than the double decker buses used by Reading Buses on this route. I suspect that bus drivers are not aware of that exemption and may be apprehensive about stopping in that location.</p> <p>Pedestrian/driver indivisibility will be compromised when travelling west by buses stationary at the new bus stop in this scenario.</p> <p>I am uneasy about the bus stop within the extent of the zig zag lines but ultimately it is for the highway authority to ensure that the proposed crossing is safe and conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings, and in this case, the siting of bus stops.</p> <p>Thames Valley Police have no further comment.</p>
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